

NOTIFICATION

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LIMITED,
THE HONGKONG DISPENSARY
AND KOWLOON DISPENSARY.

Hongkong, 19th July, 1909.

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news
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Correspondents must forward their names and
addresses with communications addressed to the
Editor, not for publication but as evidence of
good faith.All letters for publication should be written on
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The Daily Press.

HONGKONG, JULY 26TH 1909.

The somewhat sensational dispatch which Dr. Morrison has sent to "The Times" from Peking is not easy to understand in the light of all that has been published during the past few months on the subject of loans for the construction of railways having their starting point at Hankow. Perhaps the full import of the message is a little obscured by the summary which Reuters gives us. We gather from the message that the President of the United States has sent to the Chinese Government a telegram which emphasises in friendly yet unmistakable terms the rights of Americans to participate in these railway loans. That part of the message is perfectly intelligible. The Chinese Government has shown no disposition to exclude Americans from participation. Has anyone else? As we showed the other day, it is entirely the fault of Americans themselves that they have so long been left out in the cold. They were invited to invest in Chinese railways as far back as 1905, and it has been admitted by the Washington Government that American financiers at that time evinced no desire to do so; and not until May of this year, when the prolonged negotiations between the British, French and German groups had reached a settlement was anything heard of a desire on the part of American financiers to participate. Then came the entirely unexpected announcement that a protest against the agreement had been entered by the American Government because American financiers had

not been invited to participate. It was at the same time announced that a syndicate of financiers had been formed in America with the definite object of investing capital in China. For something like three months it had been public knowledge that negotiations in reference to the Hankow railway loan were in progress, yet there was no indication on the part of America of a wish to participate. That indication came only after the negotiations had been concluded, and then it took the form of a protest against the settlement. "The Times" correspondent at Peking has taken the view that it is regrettable that the British and American Governments, in view of the obligations contracted by the Chinese in 1903, did not communicate with each other at an earlier stage of the negotiations and thus prevent the difficulty. We cannot see that any blame attaches to the British Government in this connection. The duty of communicating devolved upon America, who had declined to avail herself of the opportunities which offered in 1905, and had given no indications of her desire to participate in the loans since arranged. The American Minister in Peking must have been well aware of all that was doing in this connection, and no doubt kept his Government informed on the subject. Moreover, so long as the American financiers evinced no desire to invest capital in China it does not seem to us that it devolved upon the Chinese Government to inform America of every opportunity that offered whereby the obligations of 1903 could be fulfilled. What we do not understand about the message published to-day is the statement that "the telegram is directly due to the intrigues of the German Asiatische Bank, whose influence over the Hongkong and Shanghai Bank is injurious to British interests." It seems a serious libel on the British Bank to say that it is influenced by German intrigue, and we shall await the full text of Dr. Morrison's message for some proof of this remarkable assertion. Meanwhile we can only speculate as to the suggestion which the message conveys. Is it that there was an intrigue on the part of the German financial institution to exclude American participation and that the Hongkong and Shanghai Bank was influenced into acquiescence? Against this view we now see Germany welcoming the advent of America in the field with open arms, with no less eagerness than the British have shown. Indeed the statement has been published in a German paper that it is due to German friendship that America has been able to join the combine, and President Taft is said to have admitted this in an effusively grateful letter, while, from the British point of view, Dr. Morrison has stated that "it is most desirable that arrangements should be made by which the combine becomes extended to the American group of banks on a footing of equality," in order to counteract German influence. The underlying motive of Dr. Morrison's telegram evidently is a keen sense of disappointment over the far-reaching advantages which Germany has lately acquired in the Yangtze Region, and the conviction that more aggressively British action on the part of the Hongkong and Shanghai Bank, backed by the British Government, would have led to the discomfiture of German ambitions and maintained the predominance of British influence in this region. We had occasion to remark a few days ago that the operations of State Banks cannot be rivalled by private finance either in regard to promptitude or daring; and herein, it seems to us, lies the whole explanation and difficulty of the question.

Mr. R. O. Hutchison has been appointed a member of the Board of Examiners, vice Mr. J. Dyer Ball, I.S.O., retired.

Mr. T. L. Perkins, executive engineer in the Public Works Department, left by the *Segura* on twelve months' leave of absence.

Mr. E. Ralphs has been appointed to act as headmaster of Queen's College with effect from the 5th instant. Mr. Dealy is acting as Director of Education during the absence of Mr. Irving.

His Excellency the Governor has directed that Monday, August 2nd, shall be observed as a holiday by all the Government Departments, excepting the Police Magistrates' Department.

The *Gazette* announces that His Excellency the Governor has been pleased to appoint Lieutenant N. C. S. Simson, Hongkong and Singapore battalion R.G.A., to be his extra aide-de-camp, and to act as his private secretary.

The name of Mr. W. W. Whiston has been added to the list of authorized architects. Mr. Whiston is a specialist in concrete construction, who has had a considerable experience in this class of work both in England and America. He has just been in the latter country prior to his arrival here, and has made a special study of all the most up to date methods. Mr. Whiston has joined the staff of the Green Island Cement Company, Ltd., and he will be available for consultation on the subject of concrete work by anyone using the Company's cement.

Among the passengers who left by the *Empress of India* on Saturday was Mr. J. McCaffery, who for the past two years has been Electrical Engineer at the Naval Yard. He has been transferred to Sheerness. His successor is Mr. E. Williams.

Mr. Dobie, the Hongkong agent of the Chinese Engineering and Mining Co., Ltd., informs us that the total output of the Company's three mines for the week ending 10th July, 1909, amounted to 27,687.48 tons and the sales during the period to 31,012.52 tons.

An amended scale of rates of postage at Hongkong, Liukungtan (Weihaiwei) and British Post Office in China is published in the current *Gazette*. It is not easy to see at a glance what amendments have been made. Apparently the object of the amendment is directed against Chinese postal hong packets, making them pay at the rate of 4 cents per 3 oz. to various parts of the British Empire instead of 4 cents per oz.

Parents whose children attend the Kowloon and Victoria British schools are notified that in future fees must be paid in bank notes of the Hongkong and Shanghai Banking Corporation or the Chartered Bank of India, Australia and China, or in British or clean Mexican dollars. The same rule applies to other Government schools where, if the amount payable includes half a dollar, a fifty cent piece must be tendered.

The British Consul at Nanking writes:—"In my report for last year I alluded to the formation of Chinese limited liability companies for waterworks, cigarette factory, electric tramway, woollen factory, and the like. Another company was started during the year for electric lighting. The electric tramway scheme has been superseded by the City Railway, which is a Government undertaking; but the fact that another year has passed without any apparent progress in the other projects emphasises my previous remarks as to the difficulty experienced by all such companies in finding capital. Foreign shareholders are strictly excluded, and the vagueness of company law in China makes Chinese capital distasteful."

A regulation made by the Governor-in-Council under the Merchant Shipping Ordinance states that foreign soldiers or sailors, if unarmed, may be landed in the Colony within the harbour limits, without the prior consent of the Governor, provided that when it is desired to land a number of men exceeding one hundred, notice must be given to the Colonial Secretary. In order that all facilities of which local conditions admit may be given. Applications for permission to land armed parties in connection with funerals or to take part in public ceremonies of an exceptional nature will be addressed to the Governor through the Colonial Secretary. No application is necessary in the case of officers.

PUBLIC VEHICLES.

AMENDMENTS TO REGULATIONS.

The current *Gazette* contains a number of amendments, made by the Governor-in-Council, in the regulations relating to public vehicles.

The first is that licences for vehicles, and for drivers, drawers, or bearers, shall be issued by the Captain-Superintendent of Police, who may in his discretion refuse to issue any licence. Licences shall not be issued for more than 1,100 vehicles within the island of Hongkong, and all licences shall be taken out half-yearly, or for the current half-year.

For every wheeled vehicle, other than a ricksha, licensed in Victoria, the fee is \$18; at Quarry Bay it is \$12; and at Kowloon and the New Territories (other than a motor-car) it is \$12. The licence for a motor-car is \$24, while the driver is required to pay another \$5 half-yearly in advance.

In the City of Victoria the fares for chairs between 8.30 p.m. and 6 a.m. shall be increased by fifty per centum. At Kowloon the fares for public motor cars from the Star Ferry wharf to Kowloon Dock or Hung Hom shall be ten cents per passenger, while if the car is appropriated by less than three passengers, each passenger must pay 30 cents.

SUPREME COURT.

Saturday, 24th July.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUISNE JUDGE.)

MONEY LENT.

Prom Singh brought an action against A. R. Diercks for the recovery of \$301 due under a promissory note. Mr. J. H. Gardiner appeared for the plaintiff, and Mr. F. B. Bowley appeared for the defendant.

Plaintiff stated that he lent defendant \$250 and received as security a promissory note for \$300. Under cross-examination he admitted that Mr. Frerichs had signed the note as well as defendant. Plaintiff did not know where Mr. Frerichs was now. He did not know that he had left the Colony on July 2nd. He did not make him a party to the action because he did not pay the money to him, but to the defendant.

A. A. Cassumbay, a shroff, spoke to Mr. Frerichs having a conversation with the plaintiff about lending money and witness acted as interpreter. Defendant was not present at that interview and plaintiff wanted defendant to sign the note. Plaintiff handed the money to Mr. Frerichs.

Defendant admitted his liability less \$45 which he said had been paid.

His Lordship gave judgment for the plaintiff for the amount claimed less \$45, the money to be repaid by monthly instalments of \$25, and the costs of the case to be paid at once.

TELEGRAMS.

[Protected by the Telegraphic Message
Copyright Ordinance 1894.][REUTERS'S SERVICE TO THE "HONGKONG
DAILY PRESS."]THE IMPERIAL INSTITUTE
MURDERS.

ASSASSIN SENTENCED TO DEATH.

LONDON, July 24th.

The Indian student, Madar Lal, who shot and killed Lt.-Col. Sir Curzon Wylie and Dr. Cawas Lalacca, of Shanghai, at the Imperial Institute on June 1st, has been sentenced to death.

After sentence of death had been passed the condemned man saluted the judge in military style and said: "Thank you, my lord, I am glad to have the honour of dying for my country."

BRITISH BANKS AMALGAMATE

LONDON, July 24th.

The London and Westminster Banking Corporation and the London County Bank have agreed to amalgamate under the title of the London County and Westminster Bank.

THE NEW FRENCH CABINET.

LONDON, July 24th.

M. Aristide Briand has undertaken to form a Cabinet.

M. Pichon will retain the portfolio of Minister of Foreign Affairs.

The portfolios of War and Marine are not yet filled.

M. Cochery will join the Cabinet.

LONDON, July 25th.

Admiral Bone de la Peyrere has been appointed Minister of Marine, and General Brun becomes Minister of War.

BRITISH DECORATION FOR
A JAPANESE PRINCE.

LONDON, July 24th.

The bestowal on His Imperial Highness Prince Kuni of the Order of the Cross of Victoria has been gazetted.

Prince and Princess Kuni, the Japanese Ambassador and the Chinese Minister have gone to Southend to inspect the Fleet.

THE SPANISH MILITARY
OPERATIONS.

LONDON, July 24th.

Fighting has taken place in the vicinity of Melilla.

The Spaniards lost four officers killed and 13 wounded in a general attack on the Moors.

THE "DERFLINGER."

LONDON, July 24th.

The N. D. L. "Derflinger" has proceeded on her voyage to the Far East.

H.R.H. THE DUKE OF
CONNAUGHT.

LONDON, July 25th.

H. R. H. the Duke of Connaught has resigned the post of Commander-in-Chief of the Mediterranean forces.

His Royal Highness regards the post as unnecessary, the work being insufficient to require such an appointment.

THE KING'S PRIZE.

LONDON, July 25th.

Corporal Barr, of the London Rifle Brigade, has won the King's Prize at the Bisley Rifle Meeting.

ALLEGED GERMAN INTRIGUES
AT PEKING.

STRONG DISPATCH BY "THE TIMES"
CORRESPONDENT.

LONDON, July 25th.

The "Times" correspondent at Peking cables that the Prince Regent

summoned the whole of the members of the Waipupu to an audience and showed considerable anxiety in consequence of a telegram received from President Taft emphasising in friendly yet unmistakable terms the American rights to participation in the Hankow loan.

The telegram was directly due to the intrigues of the German Asiatische Bank, whose influence over the Hongkong and Shanghai Bank is injurious to British interests.

Many Englishmen in Peking, the correspondent adds, are of opinion that the British Government should bring pressure to bear on the Hongkong and Shanghai Bank to dissociate itself from German intrigues.

LIFE IN THE EAST.

THE REV. F. B. MEYER'S VIEWS.

We have before us a copy of the article written by the Rev. F. B. Meyer for the *British Weekly*, giving his impressions of Peking, and for which he was taken to task by the *Peking Gazette*.

Referring to his meetings for men the reverend gentleman wrote: "We dispense with preliminaries, and I begin to talk about the enormous temptations that these Eastern cities present to young manhood, and the ready help of Christ. Rudyard Kipling hardly exaggerated when he said that the Ten Commandments are apparently not binding as soon as the traveller leaves Adam. These men's meetings would have made it worth while to take the journey. The Church is keen on missions for the heathen—when will she begin to care for her own sons? Seven suicides have taken place here, within a few months—another was reported yesterday—of young Britishers, who began life with good promise, but who, as soon as they reached these shores, went at a pace that wrecked soul and body. I cannot say exactly what I mean, but I indicate the awful ravages wrought by sin, but those who know will read between the lines. Rank after rank of young life is mown down by the pestilence that walketh in darkness; and generally the brightest fall first. The Y.M.C.A. ought to have a paid secretary and commanding premises, whereas they have only a boarding-house, with accommodation for nine young men."

The visitor seems to have been misinformed when in speaking of the Chinese schools under the direction of the Rev. G. F. Eyck he says: "When I remembered that in many cases they are encouraged, even by their mothers, to visit houses which would rather have our children die than enter, one could only thank God for the splendid service which our brethren are rendering throughout the settlements and states."

Mr. Meyer does not portray the actual facts when referring to the opium question. He writes of the large revenues derived by the Government from this source and goes on to say: "The opium farmers have found their utmost, by the use of free opium, to increase their profits by denouncing the people and insinuating them with the craving; and it will be better when the Government administers the sorry business themselves, for British officers will hardly descend to the disgraceful artifices that have been in vogue. But perhaps some day we, as a Christian people, may refuse to raise our finances by methods which even China finds intolerable."

In conclusion he waxes scathingly critical of the Peking Community, but he first of all tells how he went visiting. "In the company of two fine and earnest men, the health officer and the sanitary inspector, I spent two or three hours one night in investigating the condition of morals in the Chinese, Japanese, and Indian quarters of the city. Opium dens, and houses of evil resort, and places for cocaine and morphine injection, were successively visited. On this I must leave the curtain uncurled, but my eyes might weep day and night for the slain of the daughter of our people! This land needs noble women and Christian homes, but not the type where Sabbath desecration, bridge, and fancy-dress balls are the rule."

The *Peking Pioneer* also reports the "descriptions" of the "moral life" of Peking. It remarks: "The morals of an average community of Englishmen are pretty much the same all the world over. We do not lay any claims to superiority, but we strongly resent the reverence of the Chinese, that we are certainly far worse than the great majority of communities. We believe that he had not been in Peking for hours when he made a most sweeping assertion about the laxity of morals here and the appalling state of moral and physical degeneracy which was the result. He now appears to have repeated these statements to a large audience through the channel of the press in England. Christian charity seems to be of a very curious nature, when it allows a man, with obviously no first-hand knowledge of a place, to condemn the community wholesale and make the most serious charges without any adequate foundation. We do not deny for a moment that there is room for great improvement in the moral atmosphere of Peking, but we cannot too strongly condemn the wanton exaggeration of peripatetic philanthropists which must defeat the object they have in view. Moderate men of all creeds, torn with disgust from their misstatements, and wonder if the physician is not more in need of cure than those to whom he offers his services."

GERMANY AND THE BRITISH
PATENTS LAW.

An official representing the Imperial Government in the Patents Commission of the Reichstag stated during the discussion of the petition presented by the Industrialists Union that the Imperial Government had approached the British Government with a view to the removal of the clause enforcing the working of foreign patents in England, but that the British Government had replied that it could only enter into negotiations upon the matter after it had gathered sufficient experience of the working of the new law.

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THE TRAGEDY AT MURRAY
BARRACKS.

At the Magistracy on Saturday, before Mr. F. A. Hazeland, sitting as coroner, and Messrs. E. G. Watson, R. Unsworth and G. Grimble, jurors, an inquiry was held into the circumstances surrounding the death of Private J. Hadgley, D. Company, the Buffs, whose tragic end by shooting himself with a rifle was recorded in the *Daily Press* nearly a fortnight ago.

Drummer Moyer was the first witness. He spoke to deceased calling at the guard room and asking if there were any absentees, to which he received a reply in the negative. Deceased then approached a table in the room, and later went out to the sentry. Witness followed, but returned shortly afterwards to the guard room. He had not been long inside when he heard a shot, and on proceeding to investigate he found the sentry leaning against a bamboo scaffold holding his rifle in his hand, while deceased was lying on the ground. The sentry informed witness that he had not done it.

Corporal Dixon also testified to seeing deceased in the guard room with the last witness. Deceased asked Moyer where Sergeant Jeffrey was, and the latter inquired what he wanted with him. Deceased said he thought the sergeant had someone else's rifle. When asked whose next turn it was for duty, deceased said it was his. Then he walked round the guard room for a few minutes, put a towel over his shoulder, and went out. A shot was heard shortly afterwards and deceased was found lying on the ground.

Private Giles deposed to seeing the sentry being assisted to the guard room, and the body of deceased carried in. Witness had known deceased for five years, and had always found him bright and cheerful. Recently, however, he had become rather melancholy, and once he told witness that his sister had complained to the War Office on account of his not writing to her more constantly. Deceased appeared to be annoyed at this, as he had been brought before the Company Commander.

Private Mamford, who occupied a bed alongside that of deceased, told the coroner and jury that at about 5.30 on the morning of the 16th instant he saw deceased sitting up in bed. The latter bade him good morning, and told witness he could have a twenty-cent piece which was lying on the floor. Witness replied that it was not his, but deceased told him it did not matter, as he would not require it any more. When asked what was the matter, deceased said he would be all right presently. Then he got his towel, and left for a bath.

Private Fright, the sentry, said that deceased approached him at 5.50 a.m. and asked if he had his own rifle. On witness replying that he had deceased said, "Let me have a look at it." The sentry complied with his request, and after looking at the number deceased looked down the barrel "to see if it was clean." A report followed, and deceased fell to the ground, after which witness faints.

Captain Houlbin spoke with regard to the letter he received on June 11th. Deceased's sister inquired if he was dead, as he had not written as often as he ought to have done. Witness summoned deceased before him, and told him it was his duty to write to his relatives.

His Worship, in directing the jury, informed them that it was necessary for them to find one of two things: either that deceased deliberately killed himself, or was of unsound mind. The sister who had written to him, his Worship said, had threatened to take her own life because she had been jilted under dishonourable circumstances. There was also the fact that a brother had committed suicide, and the jury would have to take into consideration what was known in medical jurisprudence as a hereditary tendency to suicide.

The jury returned a verdict of suicide while of unsound mind.

BISLEY RIFLE MEETING.

It will be seen from our telegraphic service that the great event at the Bisley Rifle Meeting has been decided, and that Private Burr, of the London Rifle Brigade, has won the King's Prize, which carries with it £250 and the National Rifle Association gold medal. It is interesting to look at the list of winners during the past twenty-one years—

1889—Reid, Sergt., 1st Lanark Engineers.
1890—Bates, Sergt., 1st V.B. Warwick.
1891—Dear, Pte., Queen's Edinburgh.
1892—Pollock, Major, 3rd V.B.A. and S. Hrs.
1893—Davies, Sergt., 1st V.B. Welsh.
1894—Rennie, Sergt., 3rd Lanark.
1895—Hayhurst, Pte., Canada.
1896—Thomson, Lieut., Queen's Edinburgh.
1897—Ward, Pte., 1st Devon.
1898—Yates, Lieut., 3rd Lanark.
1899—Prianik, Pte., Guernsey.
1900—Ward, Pte., 1st V.B. Devon.
1901—Ommensen, L.-Corpl., Queen's Edinburgh.
1902—Johnson, Lieut., 1st London.
1903—Davies, C.-Sergt., 3rd Glamorgan.
1904—Perry, Pte., Canada.
1905—Comber, C.-Sergt., 2nd V.B.E. Surrey.
1906—Davies, Capt., 1st Middlesex V.R.C.
1907—Addison, Lieut., Australia.
1908—Gray, Pte., 5th Scottish Rifles.

LATEST STEAMER MOVEMENTS.

The T.K.K. str. *Chiyu Maru* left Shanghai on the 24th inst., and is expected at this port to-day at 6 a.m.

The C. & M. str. *Zafiro* left Manila on the 24th inst., and is due here to-day at 6 p.m.

The I.G.M. str. *Kikis* left Shanghai via Foochow on the 24th instant at midnight, and may be expected here on or about the 28th inst. at noon.

The N.Y.K. str. *Atsuta Maru* (European Line) left Singapore on the 23rd instant, and is expected here on the 28th inst.

The C.P.R. str. *Monteale* arrived Kobe at 6 a.m. on the 23rd inst., and left again on same day for Yokohama, where she is due to arrive at 7 a.m. on the 24th inst.

INTIMATIONS

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the Lease of Revenue Farms in the State of North Borneo from the 1st January, 1910, as set out hereunder.

REVENUE FARMS IN THE STATE OF NORTH BORNEO.

1. In making arrangements for the leasing of the Farms for the next Farm period of 1910, 1911 and 1912, the Government reserves to itself the right of vesting the Farms (as provided in the Proclamations concerned as named in Schedule A appended) in any person, by public or private sale as may be thought fit.

2. Any person either for himself alone or for himself and others, may, either in person or by agent duly accredited in writing, on any date prior to the said noon of the 1st October next, submit to the said Secretary at Sandakan any tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out and fulfils all the conditions required of the Farmer.

All tenders so made will (except at the express wish of the tenders to the contrary) be received and treated by the Government as strictly confidential.

On receiving any such tender, Government reserves to itself the right of deciding whether it shall be considered or not.

If Government decides not to consider the tender, it will be returned to the tenderer under sealed cover.

All tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tenders handed in on 1st October, 1909, which will be opened at noon on that date, after which the successful tenderer will be selected.

3. The Farms, above referred to, are:

(a) BRITISH NORTH BORNEO—OPIMUM, SPIRIT, GAMBLING and PAWNBROKING, as follows:

(i) in one concession for the whole State.

(ii) in one concession for any of the following Districts of the State, the limits named including the interior territory watered by the rivers within the limits given respectively:

(1) SANDAKAN DISTRICT—the Territory bounded on the one side by the true right watershed of the Klabang River and on the other by the true left watershed of the Paitan River.

(2) KUDAT DISTRICT—the Territory bounded on the one side by the true right watershed of the Paitan River and on the other by the true right watershed of the Pindasan River.

(3) WEER COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Klabang River and on the other by the Dutch Boundary on the South at Broershoek point.

(4) EAST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Klabang River and on the other by the Dutch Boundary on the South at Broershoek point.

(v) PROVINCE CLARKE—being the Territory between Bata-Batu and the Lawas Northern watershed.

4. The attention of those desirous of tendering is drawn to the following terms:

(a) The tenderer must state in his tender the annual sum offered for the Farm rent for the three years 1910, 1911 and 1912; a different sum may be offered for the first, second and third years respectively. The tenderer must also state clearly the proportion of the amount of the Rent to be allotted to each separate Farm.

(b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms.

(c) Each tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security or any partner that the tenderer wishes to propose.

(d) The successful tenderer will be called upon to enter a contract under the provisions of the Proclamations named in Schedule A appended.

(e) Copies of the Forms of Contracts for the Farms may be seen on application at the Office of the said SECRETARY at Sandakan, or of Messrs. GIBB, LIVINGSTON & CO., at Hongkong.

(f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, Security to the value of three months' Farm rent by means of a deposit of money to the amount of one month's Farm rent, and of title deeds to the amount of two months' Farm rent.

(g) The retail rates for Chandu fixed by Government for the Opium Farm for 1910, 1911 and 1912 are those specified below:

Per tahil... \$ 2.40

" chi... 0.30

" 5 hua packet... 0.15

" 4... 0.12

" 3... 0.09

" 2... 0.06

(h) The Opium Farmer is responsible for seeing that Chandu is not sold by retail at the Opium Farm or at the Opium shops at prices higher than those fixed by Government and named above (g).

The Opium and Spirit Farmers may fix their own prices for supplying the Opium and Spirit Farm Shops wholesale with Chandu and Spirit.

(i) During the continuance of the Farm period, the Opium and Spirit Farmers will be entitled to the use of a Trade-mark (to be approved by Government) to be affixed to any Opium or Chandu prepared by them, and to any vessel containing Spirits for sale.

(j) As soon as the new Farmers have been appointed by the Government, they will be required to submit in writing to the Secretary to the Government a Schedule showing full particulars of the Title Deeds they purpose to deposit with the Government as security for the said two months' Farm rent. If these are considered satisfactory, the new Farmers will be required to execute a mortgage of the property to the Government as provided for by law.

(k) The Farmer for the West Coast may be required to rent certain Farm buildings at Jesselton.

(l) The following Proclamations govern the conduct of the Farms in B. N. Borneo viz:

SCHEDULE A.

The Opium Proclamation No. 16 of 1901 as amended by No. 7 of 1904.

The Liquors Proclamation No. 17 of 1901.

The Pawnbrokers Proclamation No. 14 of 1902, as amended by No. 1 of 1903, and No. 3 of 1906.

The Gambling Proclamation No. 8 of 1891.

Hongkong, 3rd May, 1909.

INSURANCE

NORTH BRITISH AND MERCHANT MARINE INSURANCE COMPANY.
WITH WHICH IS INCORPORATED THE
OCEAN MARINE INSURANCE CO.
TOTAL FUNDS AT 31st DECEMBER, 1908
£19,121,310.

I. Authorised Capital... \$6,000,000
Subscribed Capital... 3,275,000
Paid-up Capital... 1,212,500 0 0
II. Fire Funds... 3,204,753 7 10

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 21st July, 1909. [908]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & Co.
Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In All Bore and Size.
SMOKELESS POWDER and CHILLED SHOTS. From No. 10 to .588. At \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and ALL GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [923]

DAVID CORSAIR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.
Sole Agents.
1674]

NO PLACE LIKE HOOSAIN-ALI'S.

JUST UNPACKED HORROCKS'S BEST QUALITY FINEST DRESS FOR PRESENT SEASON.

For LADIES' SKIRTS, DRESSES, and BOYS' SUITS.

And also GENTLEMEN'S SUITS, &c.

HOOSAIN-ALI & Co.,

14, QUEEN'S ROAD, CENTRAL.

Hongkong, 26th July, 1909. [41]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

A TACK & CO.

FURNITURE & PHOTO GOODS STORE

25, DES VUEX ROAD, CENTRAL.

DEALERS IN

LADIES' & GENTS' BOOTS & SHOES,

UMBRELLAS, &c., &c.

Cameras fitted with

"ZEISS," "GOETZ," "ROSS" & "ALDIS"

Lenses.

DEVELOPING AND PRINTING

A SPECIALITY.

Hongkong, 24th April, 1909. [37]

Apollinaris

"THE QUEEN OF TABLE WATERS."

48 Quarts... \$14.00

24 Quarts... 7.00

48 Pints... 11.50

100 Splits... 15.50

CARLOWITZ & CO.,

Sole Agents,

No. 2, Connaught Road, Central. [958-3]

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

THORNE'S

OLD VAT

PER CASE \$15

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENGLASS AND HAS BEEN SOLD AS SUCH SINCE 1851

SCOTCH WHISKY.

SOLE AGENTS IN

HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO. LTD.

SCIENTIFIC MISCELLANY.

ELECTRICITY FROM THE SUN'S RAYS—SMOKELESS SOFT COAL—ALL-SEEING POLYMER—VIBRATIONS OF REFRACTED LIGHTS—GLOW LAMP THERAPY—A NEW MILK STERILIZER—DRIED CORPSES—A FRUIT NOT YET UNDERSTOOD—LONGEVITY OF A WATER-TANK.

The production of electric current from the direct heat of the sun is a tantalising problem, and the claim of G. H. Carr, a British experimenter, that he has succeeded in transmitting sunshine into electric energy for his workshop must awaken old visions. As the apparatus is described, a steel framework receives the solar rays. This is divided into 16 squares of one foot each, and each square contains 61 metallic plates of secret composition, which are set with one end under glass, the other being exposed to air and screened from the sun. The difference in temperature between the two ends of the plates generates a thermo-electric current, which charges a storage battery. When the voltage drops below that of the storage cells, on the setting of the sun or its passage behind a cloud, they are cut out automatically.

The new smokeless fuel of Sheard Cowper-Coles is made by mixing one part by weight of wet peat with two parts of bituminous coal and heating in a retort five hours at about 850 deg. F. The temperature, aided by the steam from the peat, is just sufficient to drive off the hydrocarbons that produce smoke. The coal binds the peat into a coherent mass, and this fuel has high calorific value, igniting readily in an ordinary grate and burning economically and without smoke. The tar and other products distilled over in the watery extract may be condensed into a superior pitch, while the gases may be burned to supply the heat required by the process.

The unique policemen's spectacles provided by Commandant Soule, of Paris, are ingeniously designed to show his men what is behind them. Small concave mirrors are attached to the outer corners of ordinary glasses, and in the tests made these did not interfere in any way with forward vision, but gave the wearers a good view of what was going on in the rear, thus adding to their efficiency as watchmen.

A remarkable "Palace of Mirages," an improved form of an exhibit at the Exposition of 1900, is a feature added by Eugene Henard, the French architect, to the Musée Grévin, of Paris. It is a hexagonal room, with six mirrors as walls, and at each of the six angles is an accurately fitted rotating drum, with three pairs of mirrors arranged to give three different corners as they are turned into place. Standing in the centre of the chamber, one sees it surrounded by six identical rooms, these in turn surrounded by a second ring of twelve, this again by a ring of eighteen, and so on indefinitely. Three sets of pillars have been prepared to mount in the angles of the corner pairs of mirrors: the reflections from the first set give the spectator the impression of a vast Hindoo temple, with statues of Brahma, Shiva and Vishnu; as the drums are turned one-third an Arabian palace is presented; and another third of a revolution gives an endless forest. The scenery on the pillars is very simple—the forest, growing in the mirrors from a single tree-trunk and one branch of leaves in each of the six corners. For fantastic effects in illumination, 2,500 coloured electric lamps have been provided, of which 1,900 are lighted at once and the lights produced in the 36 rooms due to the first three reflections number 64,200. A mirror ceiling adds to the reflections made visible.

The hygienic and curative effects of sunshine have been found in the rays of the incandescent electric lamp by Miramont de Laroquette, a French medical man. These rays increase the growth of plants, while destroying low forms like bacteria, and in men and other animals they cause marked stimulation of circulation and skin, increase sweating and cellular activity, and reduce pain. They may heat the air to 150 deg. The light bulbs have a sedative action on nervous disease and lower the blood pressure, and are particularly useful in chronic inflammation, the after effects of infectious disorders, for relieving the pain of neuralgia, and in rheumatism and gout. They promise advantage in obesity and the arterial breaking down of old age.

The new milk sterilising process of M. Dastre, professor of physiology at the Sorbonne, consists in pouring the milk slowly into a funnel, and close exposure to the violet rays of a mercury-vapour lamp. The milk is not changed in taste or in chemical composition.

Natural mummification, the changing of the human body into a dried condition without artificial treatment, is an extremely rare phenomenon. In a case reported by Hon. S. Wolff, of British Honduras, a middle-aged cooie who disappeared between January and March, 1907, was found, more than a year afterward, on May 6, 1908, in a corrugated iron hut, as a perfectly preserved mummy. The hut, in a somewhat isolated spot at Sibau, was raised on blocks 4 or 5 feet above the ground, and had a door and three shutters, one shutter being open, while one had fallen out. The body was clothed in a cotton undershirt, dark jersey and duck trousers—two pieces of rope around the neck proving self-strangulation. The desiccation seemed to have been favored by a combination of conditions—the season having been extraordinarily dry, and the small iron house excessively hot, though well-ventilated, while the body was thin and attenuated as a result of mental disorder. The only other case of the kind that could be found recorded was that of a body lying in an open vault at Charlottenburg, near Berlin. This vault was closed only by iron lattice work, and the body, which had been lying there over 60 years, was completely mummified and well preserved.

A correct valuation of the pineapple as a food and remedy is pointed out by medical authorities as a need. One view now entertained is that fresh pineapple is indigestible and the canned fruit easily digested, but the opposite rating seems to be quite as much approved. Late experiments in Hawaii are reported to have shown a contained digestive principle resembling pepsin. The pineapple-juice acts as a digestive of the casing of milk, and this has suggested that rennet also may be present. In medicine, the juice has valuable solvent action on the membrane of diphtheria.

A manufacturer estimates the life of wooden tanks at 10 to 15 years, that of steel tanks at 25 to 30 years. A steel tank erected in the Rock Island Railroad shops in Chicago in 1860 has been lately inspected by engineers, who conclude that its useful life is not more than half over. It is made of 3 and 2 inch plates. The pitting inside is shallow, and the outside is now carefully protected by painting, though formerly neglected.

FIRST NEEDS OF THE EMPIRE.

NOTABLE SPEECHES TO THE OVERSEAS EDITORS.

The last debate in connection with the Imperial Press Conference took place at the Institution of Civil Engineers, when notable speeches on Imperial defence were delivered by Lord Escher and Lord Charles Berosford. Lord Escher and Lord Charles Berosford spoke of the necessity of unity of action between the Mother Country and the Dominions in the work of making provision for the adequate defence of the Empire. The following are the main points of the speeches:

LORD CHARLES BERESFORD.

The Colonies have offered to build what are called Dreadnoughts, and to give us money. In my opinion that is the severest condemnation of the Imperial defence policy of this country that it is possible to make.

We stand or fall together. You cannot hurt one of the Dominions without hurting the Imperial whole, and you cannot hurt the Mother Country without knocking the heart out of the Imperial whole.

This offer is a clear indication that we have seen what we ought to have seen in contingencies which have occurred around us in the world.

Do not dismiss from your minds that we have arrived at a crisis in the affairs of this Empire in which the first, the primary, and the absolute necessity is that of Imperial defence of the whole—to keep the Empire as it is.

I believe that the right plan for you to help us is to look after the weakest places. The weakest place that we have in this Empire is our trade routes. You should have a mobile defence, for the best defence is a defence which can be used as an attack. Your peace organisation should be on the lines that it could be easily expanded into war without any trouble.

I believe the proper way for the Colonies to begin is to have their own ships, under their own control, under their own management, so long as there is a standardisation in every ship owned by the Empire which make up the Empire. But this must be remembered: It is the human element that will win.

Owing to some extraordinary mad infatuation which I cannot account for, which I will not deal with here, but which I will deal with by and by severely, we spent a lot of money on repairing stations all over the world, and then suddenly we dismantled them.

The result is that whatever cruisers you have or whatever cruisers we send out will have to come home to be repaired.

We have to have a war navy at the great strategic base which will be at the Admiralty, but which is not there now.

LORD ESCHER.

The Navy means more than a battle fleet. It means the protection of the coasts of the Empire of the commercial routes in war, and the policing of the seas in peace—duties and responsibilities which have been summed up in the phrase "showing the flag."

I cannot but hope that the combined wisdom of our rulers will find an opportunity of utilising the impulse and patriotic loyalty of our Dominions. I doubt whether it is possible at present to agree on any clearly defined scheme.

My earnest conviction is that the Dominions must, if they want to contribute their share to naval defence, first get clearly defined the role they have to play in war and peace for a limited number of years. Then they must get their naval personnel efficient, up-to-date, and thoroughly trained, and the type of ship and the number of ships will inevitably follow.

Their true guides will ultimately be not British experts, not the British Board of Admiralty, but their own experts, their own sea officers, who will be in close touch not only with the strategical plans of the British Admiralty but with their own sentiments and their own specific needs.

I hope to look forward to the time when the Committee of Imperial Defence will be strengthened for the consideration of these problems by the addition of representatives of the Dominions.

A lengthy discussion followed in which Sir John French, Mr. Stead, Mr. Siddey Lov, Mr. L. S. Amery, Mr. J. A. Spender, and a number of delegates took part.

It was announced that a cablegram had been received inviting the conference to meet at Winnipeg in 1912, when there is to be a world's fair and exposition there.



WHITELEY'S
THE BIGGEST STORE
IN THE WORLD.
HIGH QUALITY. MODERATE PRICES.
PROMPT DELIVERY.
General Household Goods, Groceries, and all Departmental List sent Free to Home by application.

WM. WHITELEY, Ltd.,

UNIVERSAL PROVIDERS,

WESTBOURNE GROVE & QUEEN'S RD.,

LONDON, W.

75

Healthy Children

Can only be reared by giving suitable nourishment. If unable to feed your child, the proper substitute is a food that corresponds in all respects with human milk. The "Allenburys' Milk Foods are so prepared as to remove the difference between cow's milk and human milk, and are most easy of digestion. They are alike suitable for the delicate and robust, and when used as directed, form the best means of rearing a child by hand. The No. 1 Milk Food may be given alternately with the natural food without fear of causing digestive disturbance.

The Allenburys' Foods.

MILK FOOD No. 1. From birth to 3 months. **MILK FOOD No. 2.** From 3 to 6 months. **MALTED FOOD No. 3.** From 6 months and upwards.

A Pamphlet on Infant Feeding and Management, Free.

ALLEN & HANBURYS Ltd., 37, LOMBARD STREET, LONDON, E.C.

BENGER'S

A Food of great nutritive value which can be made suitable for any degree of digestive power by the simple process of letting it stand for a longer or shorter period at one stage of its preparation.

When strength is returning after illness, a carefully regulated and increasing amount of exercise for the digestive functions is beneficial. Benger's Food is the only food which can be prepared so as to give the stomach this regulated amount of work.

Benger's Food is sold in Tins by Chemists, &c., everywhere.

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

DINNEFORD'S MAGNESIA

The Physician's Cure for Gout, Rheumatic Gout and Gravel.

Safest and most Effective Agent for Regular Use.

NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"SAXONIA"

Captain Bahle, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 19th July, 1909. [978]

S.S. "ERNEST SIMONS,"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo in connection with above Steamer are hereby informed that their goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 26th July, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 26th July, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 26th July, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMOIRIN,

Agent.

Hongkong, 19th July, 1909. [2]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENCLECUH,"

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th July, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st July, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be

SHIPPING.

ARRIVALS.
CEYLON MARU, Japanese str., 3,142, F. L. Pyle, 23rd July—Kobe via Moji 16th July.
General—Nippon Yusen Kaisha.
CHENAN, British str., 24th July—Canton.
CLARA JENSEN, Ger. str., 25th July—Canton.
FEICHIANG, Chinese str., 955, G. W. F. Newberg, 24th July—Shanghai 21st July.
General—C. M. S. N. Co.
FOOSHING, British str., 1,423, T. Lishman, 25th July—Wuhu 20th July, General—Jardine, Matheson & Co.
FUKU MARU, Jap. str., 4,189, Murikawa, 25th July—Moji 18th July, Coal—Order.
HAIYAN, British str., 1,183, J. S. Roach, 25th July—Swatow 24th July, General—Douglas, LaPrade & Co.
HIGHGOW, British str., 1,217, E. Forsyth, 25th July—Weihaiwei 20th July, General—Butterfield & Swire.
HUPEN, British str., 1,205, H. Mathias, 24th July—Chefoo 15th July, General—Butterfield & Swire.
JOHANNE, German str., 952, M. Inland, 24th July—Pakhoi 20th and Hoihow 23rd July, General and Pigs—Jensen & Co.
KIANG CHING, Chi. str., 25th July—Canton.
KOWLOON, German str., 24th July—Canton.
MANCHURIA, American str., 8,751, A. Dixon, 25th July—San Francisco 24th June, Mail and General—P. M. S. S. Co.
MANILA, German str., 1,791, C. Jashmann, 25th July—Melbourne 22nd June, General—Melchers & Co.
MATHILD, German str., 831, A. P. Uderup, 25th July—Swatow 24th July, General—Jensen & Co.
MERFOO, Chinese str., 24th July—Canton.
PAKAT, German str., 1,017, T. Wenzel, 24th July—Bangkok 15th and Swatow 23rd July, Rice and Wood—Butterfield & Swire.
PERISA, Austrian str., 3,779, P. Gluegerich, 24th July—Shanghai 21st July, General—Sander, Weller & Co.
PIGUSURY, British str., 4,150, J. Barber, 25th July—Singapore 20th July, General—Butterfield & Swire.
SEOWA, British str., 2,345, K. Hayes, 25th July—Shanghai 21st July, General—Jardine, Matheson & Co.
THORPIS, Norwegian str., 1,091, Jorgensen, 24th July—Bangkok 16th and Swatow 23rd July, Rice—Kin Tin Long.
TIKINTI, Dutch str., 2,487, H. Koops, 23rd July—Moji 18th July, General—Java-China-Japan Line.
YATHIRON, British str., 1,424, M. Courtney, 25th July—Chingwangto 17th July, Coal—Jardine, Matheson & Co.

DEPARTURES.

24th July.
CARL DIEDERICHSEN, Ger. str., for Hoihow.
DELTA, British str., for Europe, &c.
EMPEROR OF INDIA, British str., for Shanghai.
FUDO MARU, Japanese str., for Moji.
HAILAN, French str., for Hoihow.
HELENE, German str., for Canton.
KJELD, Norwegian str., for Canton.
LUCHOW, British str., for Hoihow.
PRIMO, German str., for Singapore.
ROBI, British str., for Manila.
SINGAN, British str., for Hoihow.
 25th July.
DAIJIN MARU, Japanese str., for Swatow.
PAUSANG, British str., for Saigon.
FEI, Norwegian str., for Saigon.
HAIMUN, British str., for Swatow.
HALDIS, Norwegian str., for Canton.
KANBU, British str., for Cebu.
KOWLOON, German str., for Hoihow.
MANDAN MARU, Japanese str., for Miike.
PETCHABURI, German str., for Bangkok.
SINOKIANG, British str., for Hoihow.

SHIPPING REPORTS.

The British str. *Pigusury* reports: Moderate to fresh breeze from S.E. through West to N. and N.E. latter part, heavy rain squalls and light N.E. swell.

VESSELS IN DOCK.

July 23rd.
ABERDEEN DOCK—
KOWLOON DOCK—*Hailan*, *Vorwarts*, *Pelle*, *Buluan*, *Haidis*, *Paul Beau*, *Kaipan*, *H.M.S. Janus*.
CEMETERIAL DOCK—
TAIKOO DOCK—*Hongchow*, *Kwangse*.

VESSELS PASSED ANKER.

July 8, British str. *Clan Alpine* Shipland, from Port Natal for Anjer f.o. o.f. Sourabaya.
 July 9, British 4-m. barque *Arrow*, Mavor, May 27, from Iloilo for Delaware Breakwater.
 July 9, Dutch str. *Gombou*, de Boer, June 5, from Rotterdam for Batavia.
 July 9, British str. *Dalton*, from Colombo.
 July 11, British str. *Renewal*, from Singapore.
 July 12, British 4-m. barque *Eclipse*, White, April 16, from New York for Whampoa.
 July 12, British ship *King George*, Jeffery, April 9, from New York for Whampoa.
 July 12, Norw. barque *Silas*, Jacobson, May 9, from Pernambuco for Anjer f.o. o.f. Tandjongpriok.
 July 14, British str. *Taiwan* from East.
 July 14, British str. *Islander*, Deans, July 12, from Christmas Island for Singapore.
 July 15, British str. *Clan Macdonald*, from Sourabaya.

VESSELS ON THE BERTH

For SINGAPORE, PENANG AND CALCUTTA.
 Taking Cargo on through Bills of Lading to Bangkok, Madras and Mauritius.

THE Steamship

"CATHERINE APCAR,"
 Captain G. F. Hudson, will be despatched for the above Ports TO-MORROW, the 27th inst., at Noon.
 For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.
 Agents.
 Hongkong, 23rd July, 1909. [985]

THE AMERICAN AND ORIENTAL LINE.

For BOSTON AND NEW YORK.
 (With Liberty to Call at the Malay Coast.)

THE Steamship

"WELSH PRINCE"
 will be despatched for the above Ports on SATURDAY, the 14th August, 1909.
 For Freight and Passage, apply to
ARNOLD, KARBURG & Co.
 Agents.
 Hongkong, 24th July, 1909. [915]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's.	2. From Harbour Master's to Blakes Pier.	3. From Blakes Pier to Naval Yard.	4. From Naval Yard to East Point.
DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH
LONDON &c. via USUAL PORTS OF CALL.	DEIRI	Brit. str.	—
ANTWERP, ROTTERDAM & HAMBURG, &c.	SANDIA	Ger. str.	k.w.
COPENHAGEN & ST. PETERSBURG	SIAM	Swed. str.	—
HAVRE, ROTTERDAM, BREMEN & HAMBURG, &c.	SEGOVIA	Ger. str.	k.w.
HAVRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k.w.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ANDALUSIA	Ger. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MAJCA	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CALEDONIAN	Fr. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SANUKI MARU	Jap. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YEDDO	Jap. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AWA MARU	Jap. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAMO MARU	Jap. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AMERICA MARU	Jap. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KIRIT	Ger. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PERISA	Aut. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	W. G. Williams	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	J. Mathes	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	W. D. Welsh	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	E. R. Hutchinson	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	M. Hagino	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	K. Kawai	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	T. Sakino	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	G. W. L. Williams	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	Wm. Wade	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	Wm. Thompson	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	M. Yagi	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	Pandora	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	W. D. Welsh	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	E. Forsyth	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	T. S. S. S. S.	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	J. C. Richards	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	B. Whitlam	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	Bradley	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	C. J. Benton, R.N.E.	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	Williams	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	Charbonnel	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	Christie	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	P. J. van Emmerick	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	Brown	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	Hodgins	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	J. S. Roach	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	A. Somerville	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	P. H. Rolfe	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	R. Hodges	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	A. W. Outerbridge	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	S. J. Payne	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	R. W. Almond	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	J. Speed	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	Weigall	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	F. Semblil	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	Fred. Pyne	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	Rose Core	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	G. F. Hudson	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	C. H. Girard	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	M. B. Lake	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	H. Koops	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	T. H. K.	Brit. str.	—

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"KLEIST" Capt. O. FAHNKE	Wedday, 28th July, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"GOEBEN" Capt. B. WILHELM	About Wed'day, 28th July.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COLENZ" Capt. H. RARGENZER	Friday, 13th Aug., at 10 A.M.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBIL	Beginning of August.

For further Particulars, apply to
NORDDEUTSCHER LLOYD, MELOHRS & Co., GENERAL AGENTS HONGKONG & CHINA.
 Hongkong, 17th July, 1909. [5]

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
* KUMERIC	6,232	J. Mathee	On 28th July, Noon.
AYMERIC	4,365	J. Boyd	On 26th August.
SUVERIC	6,232	S. Shotton	On 23rd September.

* These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.
 † Calls at Keelung, Shanghai, Moji, Kobe and Yokohama.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
DODWELL & CO., LIMITED, GENERAL AGENTS.
 Queen's Buildings. 8
 Hongkong, 20th July, 1909.

MESSAGERIES MARITIMES

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"TONKIN" Capt. Charbonnel	On 2nd Aug., P.M.
MARSEILLES VIA PORTS	"CALEDONIE" Capt. Cazanova	On 3rd Aug., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"AUSTRALIE" Capt. X.	On 16th Aug., P.M.
MARSEILLES VIA PORTS	"ERNEST SIMONS" Capt. Girard	On 17th Aug., 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interceptors meet Passengers on their arrival in Marseilles.
 For Further Particulars, apply to—
P. DE CHAMPORIN, AGENT,
 Hongkong, 21st July, 1909. Queen's Building. 2

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 2 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPERESS OF JAPAN" SAT., 14th Aug.	"EMPERESS OF BRITAIN" Fri., 10th Sept.
"EMPERESS OF CHINA" SAT., 4th Sept.	"ALLAN LINER" FRIDAY, 1st Oct.
"EMPERESS OF CANADA" SAT., 18th Sept.	"EMPERESS OF IRELAND" Fri., 22nd Oct.
"EMPERESS OF INDIA" SAT., 25th Sept.	"ALLAN LINER" FRIDAY, 12th Nov.
"EMPERESS OF JAPAN" SAT., 16th Oct.	

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at YOKOHAMA, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, SHANGHAI, MANILA, B.C. Connecting at VANCOUVER with a Special Mail YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail EXPRESS, and at QUEBEC with the Company's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71 10s. Intermediate on Steamers £43. 2nd Class £45.
 "and 1st Class Railway" £245.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
 R.M.S. "EMPERESS" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all Ports and ARROUND THE WORLD.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
 Corner Feller Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
 FIUME AND TRIESTE (Direct),
 Calling at SINGAPORE, PENANG,
 CALCUTTA, COLOMBO, ADEN,
 SUEZ AND PORT SAID.
 (Taking Cargo at through rates to the BRITISH
 to RED SEA, BLACK SEA, LEBANT, VENICE
 and ADETTIC PORTS).

THE Company's Steamship
 "PERSIA"
 Capt. P. Giurgovich, will be despatched as above
 on or about the 27th inst.
 This Steamer has splendid accommodation for
 passengers, electric light and carries a doctor
 and stewardess.
 For information as to Passage and Freight,
 apply to
SANDER, WIELER & Co., Agents.
 Princes Buildings.
 Hongkong, 3rd July, 1909. [3]

"INDRA" LINE LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAWADI"
 Captain W. Gray Williams, will be despatched
 as above on the 21st August, 1909.
 For Freight or Passage apply to
JARDINE, MATHESON & Co., Agents.
 Hongkong, 15th July, 1909. [966]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
 in CHINA and JAPAN for the above Line
 are prepared to issue THROUGH BILLS
 OF LADING for all the principal ports in
 SOUTH AFRICA, in connection with INDO-
 CHINA STEAM NAVIGATION Co.'s fortnightly
 service hence to CALCUTTA. Sailings from
 CALCUTTA for CAPE PORTS every fortnight.
 For Freight and further particulars,
 apply to
DODWELL & CO., LIMITED,
 General Agents for China and Japan.
 Hongkong, 4th August, 1898. [9]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK"
 A.I., A.B.C., and Engineering Code Use.
 NEW DOCK NOW OPEN.
 DOCK No. 3.

Extreme Length	722 feet
Length on Blocks	714 "
Width of Entrance on Top	95 "
Width of Entrance on Bottom	85 "
Water on Blocks at Spring Tide	34 "

DOCK No. 1.

Extreme Length	655 feet
Length on Blocks	651 "
Width of Entrance on Top	88 "
Width of Entrance on Bottom	77 "
Water on Blocks at Spring Tide	64 "

DOCK No. 2.

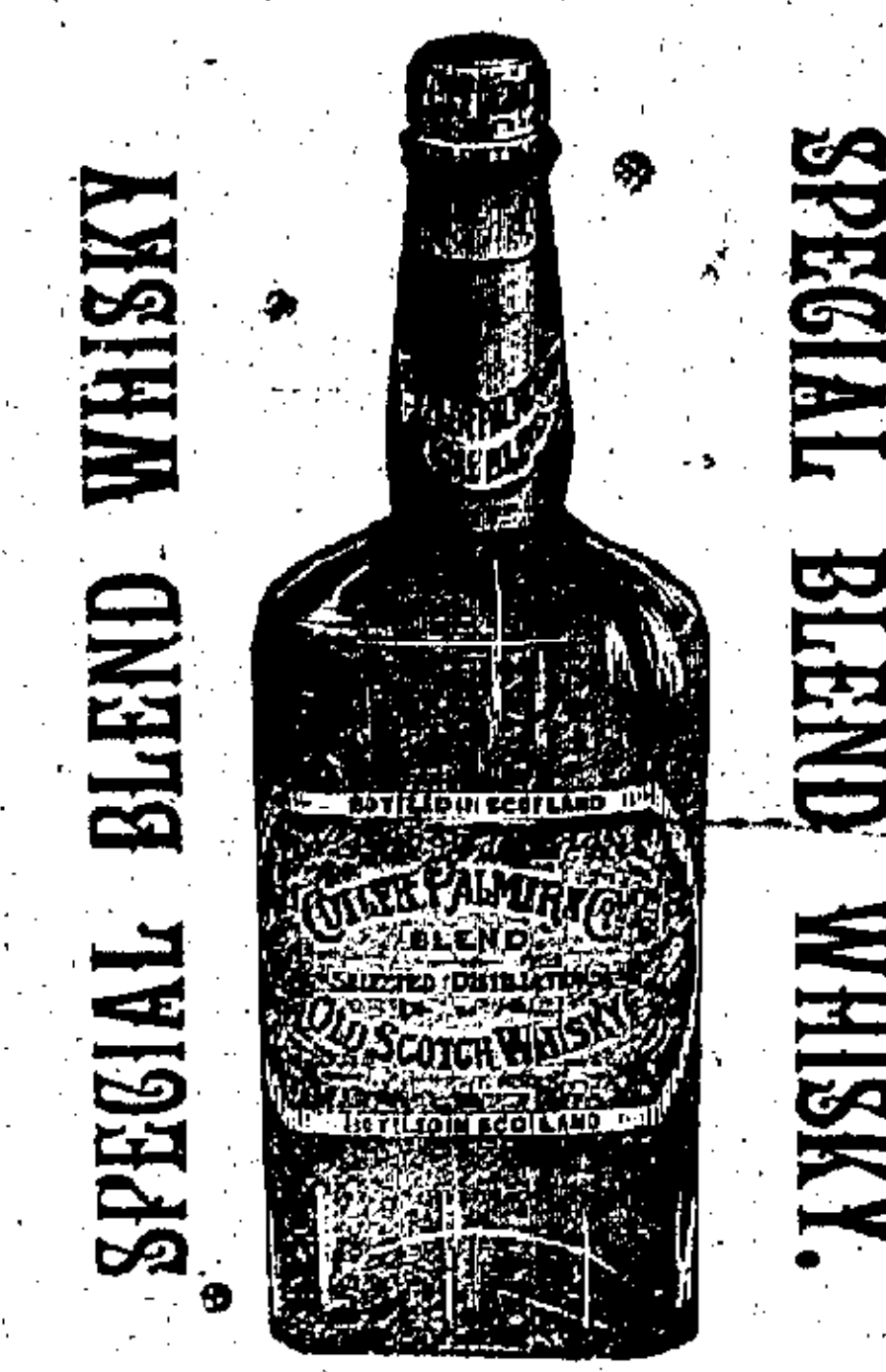
Extreme Length 371 feet
 Length on Blocks 350 "
 Width of Entrance on Top 66 "
 Width of Entrance on Bottom 53 "
 Water on Blocks at Spring Tide 22 "

PATENT SLIP.

Suitable for vessels up to 1,000.
 THE WORKS are well equipped with
 LATEST PLANTS and APPLI-
 ANCES to undertake BUILDING or
 REPAIRING SHIPS, ENGINES, and
 BOILERS; and also ELECTRICAL
 WORK.

A LARGE STOCK OF MATERIALS is
 always kept on hand.
 THE COMPANY has the powerful steamer
 "OURA-MARU" (712 tons, 700 H.P.)
 specially built for SALVAGE PURPOSES
 equipped with necessary gear, always ready
 Short Notice. [805]

Cutler, Palmer & Co.'s



SHIPPERS
 Cutler, Palmer & Co., London.
 AGENTS
SIEMSEN & CO., HONGKONG.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, and PORT SAID	MALTA Capt. G. M. Montford, R.N.R.	P.M. 29th July	Freight and Passage
SHANGHAI, MOJI, KOBE and YOKOHAMA	SUMATRA Capt. C. J. Benson, R.N.R.	About 30th July	Freight and Passage
SHANGHAI	CALEDONIA Capt. H. Powell	About 5th Aug.	Freight and Passage
LONDON via Usual Ports	DELHI Capt. G. W. Gordon, R.N.R.	Noon, 7th Aug.	See Special of Call

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 26th July, 1909.

CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOY and SHANGHAI	"YOHOW"	On 26th July, 4 P.M.
CEBU and LLOILO	"KANSU"	On 26th July, 4 P.M.
MANILA	"TAMING"	On 27th July, 3 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"HUGHOW"	On 28th July, 4 P.M.
SHANGHAI	"ANHUI"	On 30th July, 4 P.M.
MANILA	"LINAN"	On 31st July, 4 P.M.
SHANGHAI	"TEAN"	On 3rd Aug., 5 P.M.
MANILA	"CHINHUA"	On 5th Aug., 4 P.M.

MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CALINS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANUL". AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung. FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN. TELEPHONE 35.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 26th July, 1909.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 31st July, Noon.
RUBI	2540	R. W. Almond	Manila	On 7th Aug., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 26th July, 1909.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING.
"HAITAN"	SWATOW, AMOY and FOCHOW.	TUESDAY, 27th July, at 2 P.M.
"HAITANG"	SWATOW, AMOY and FOCHOW.	FRIDAY, 30th July, at 2 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST-CLASS FARES TO FOCHOW WILL BE MADE DURING THE MONTHS OF JULY, AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight or Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 24th July, 1909.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SINGAPORE, SAMARANG and SOERABAYA	"ONSANG"	Monday, 26th July, 4 P.M.
TIENTSIN via SWATOW, WEIHAI WEI and CHEFOO	"CHEONGSHING"	Monday, 26th July, Noon.
SANDAKAN	"MAUSANG"	Tuesday, 27th July, Noon.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"KUTSANG"	Friday, 30th July, Noon.
MANILA	"YUENSANG"	Friday, 30th July, 4 P.M.
SINGAPORE, PENANG and CALCUTTA	"NAMSANG"	Tuesday, 3rd Aug., Noon.
CHINWANTAO via WEIHAIWEI and CHEFOO	"SUISANG"	Tuesday, 3rd Aug., Noon.
MANILA	"LOONGSANG"	Friday, 6th Aug., 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOONGSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on Through Bills of Lading to Kuantan, Lahad, Datu, Simporns, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
GENERAL MANAGERS.

Hongkong, 26th July, 1909.

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
COPENHAGEN and ST. PETERSBURG	"SIAM"	About 25th July
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	About beg. of Aug.
MARSEILLES, HAVRE, COPENHAGEN and GOTHENBURG	"YEDDO"	About Middle of Aug.

For Further Particulars apply to
Hongkong, 14th July, 1909.MELOCHERS & CO.,
AGENTS.

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NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATE.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	SANUKI MARU, Capt. K. Homma.	6,500	WEDNESDAY, 4th Aug., at Daylight.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU	AWA MARU, Capt. A. Koiti.	6,500	WEDNESDAY, 18th Aug., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KAGA MARU, Capt. M. Hagino.	6,500	TUESDAY, 17th Aug., at 4 P.M.
BOMBAY via SINGAPORE and COLOMBO	SHINANO MARU, Capt. K. Kawa.	7,060	TUESDAY, 14th Sept., at 4 P.M.
SHANGHAI, MOJI and KOBE	YAWATA MARU, Capt. T. Sekine.	5,000	FRIDAY, 6th Aug., at Noon.
YOKOHAMA	NIKKO MARU, Capt. M. Yagi.	6,000	FRIDAY, 3rd Sept., at Noon.
NAGASAKI, KOBE and YOKOHAMA	CEYLON MARU, Capt. Fred. Pynn.	6,000	MONDAY, 26th July, at Noon.
	MOYORI MARU, Capt. J. C. Richards.	4,000	WEDNESDAY, 28th July, at Daylight.
	ATSUTA MARU, Capt. Wm. Thompson.	9,000	FRIDAY, 30th July, at Daylight.
	NIKKO MARU, Capt. M. Yagi.	6,000	WEDNESDAY, 4th Aug., at Noon.
	HIYACHI MARU, Capt. Wm. Wade.	7,000	FRIDAY, 6th Aug., at 5 P.M.

Fitted with New System of Wireless Telegraphy.

Cargo only.

EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE Co.'s NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

KAMO MARU	(Capt. F. L. Sommer)	On Fri. 30th July.
MISHIMA MARU	(Capt. A. E. Moses)	About Wed. 25th Aug.
ATSUTA MARU	(Capt. Wm. Thompson)	About Wed. 22nd Sept.
MYASAKI MARU	(Capt. W. Bainbridge)	About Wed. 20th Oct.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.
SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.
For further particulars apply to

Hongkong, 8th June, 1909.

T. KUSUMOTO,
MANAGER. [15-93]

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR HAVRE, ROTTERDAM, BREMEN, & HAMBURG:
S.S. DORMMUND ... 27th July	S.S. SEGOVIA ... 31st July
S.S. SPEZIA ... 13th Aug.	FOR ANTWERP, ROTTERDAM & HAMBURG:
S.S. C. FEED. LAEISZ ... 17th Aug.	S.S. SAMBLA ... 12th August
S.S. AMERICA ... 27th Aug.	FOR HAVRE & HAMBURG:
S.S. NICOMEDIA ... 8th Sept.	S.S. SLAVONIA ... 20th August
S.S. LIBERIA ... 15th Sept.	FOR HAVRE & HAMBURG:
	S.S. ANDALUSIA ... 3rd Sept.

Further Particulars, apply to—

Hongkong, 24th July, 1909.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

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THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHEF OFFICE.—LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

Head Office for the Far East:—
16, DES VŒUX ROAD,
HONGKONG.

Japan Office:
14, WATER STREET,
YOKOHAMA.

JAVA-CHINA-JAPAN LIJN REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAPAN	Second half of July	JAVA	Second half of July
TJIMAH	JAPAN	Second half of July	JAVA	Second half of July
TJIBODAS	JAPAN	First half of Aug.	JAVA	First half of Aug.
TJILATJAP	JAVA	First half of Aug.	SHANGHAI	First half of Aug.
TJILIWONG	JAPAN	Second half of Aug.	JAVA	Second half of Aug.
TJIPANAS	JAVA	Second half of Aug.	JAPAN	Second half of Aug.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 13th July, 1909.

Telephone No. 375.

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SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. AMERICA MARU	6000 tons gross	Sail Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000 "	Oct. 25th, at Noon.
S.S. MANSU MARU	500 "	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 29th June, 1909.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIZU and YOKOHAMA	"FITZPATRICK" Capt. E. R. Hutchinson, 4,416 "SEATTLE MARU" Capt. 6,178		SATURDAY, 31st July, at Daylight. SATURDAY, 28th August.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

FOR	STEAMERS	LEAVES.
SHANGHAI via SWATOW, "CHOSHUN MARU"	Capt. T. SURUGA	TUESDAY, 27th July, at 10 A.M.
AMOY & FOCHOW		

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